



Vanquishing the V/PD

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Safety Section

Federal Aviation Administration Airports Division
Western-Pacific Region



This publication is primarily directed towards airport management to be disseminated to all levels of personnel working at your airfield. It does not matter how large or how small your airfield or how tight your budget may be, this information must be made available to your people by whatever means. Vanquishing the V/PD can be accomplished through a solid partnership between the FAA and airport management. The responsibility of making sure that the proper safeguards are in place; however, lies squarely on the shoulders of the airport management. Please use this information and all that follows as a guide by which to produce a safer environment at your airfield.

Recently, at a very busy airport, a paint crew vehicle was instructed to exit Runway 28L due to inbound traffic. The vehicle operator reported clear of 28L and Ground Control (GC) advised that there would be a 10 minute delay before the paint crew could get back onto the runway. The driver acknowledged the transmission and proceeded towards 28L. GC instructed the vehicle driver to hold short but the driver did not acknowledge until they entered 28L at Juliet without clearance. A Hawker H25B, on approximately a one-half mile final for 28L, was issued a go around to avoid loss of separation.

Because of the associated favorable weather conditions, summer traditionally marks the start of the construction season at airports. Federal Aviation Administration (FAA) anticipates a much more active construction season because of the additional \$1.1 billion dollars committed to Airport Improvement Projects (AIP) via the American Recovery and Reinvestment Act of 2009. With the increase in construction activity goes the increased potential for construction related Vehicle/Pedestrian Deviations (V/PDs) at airports.

To help reduce the risk of runway incursions related to construction activities, FAA recommends the following actions:

1. Audit vehicle operator movement area permits for airport employees, air carrier employees, tenants and contractors to ensure only those individuals whose duties and responsibilities require access to the ramp area or movement area are authorized. This should also include drivers conducting seasonal activities, such as grass mowing operations.
2. Review your airport movement area drivers training program, particularly if the airport has changed its physical configuration or if construction is underway. Also, make sure that safety during construction is included in initial and annual recurrent driver training programs.
3. Review Construction Safety Plans with tenants, air carriers, flight training providers, and fixed based operators. This may be accomplished through the publication of advisory materials or by hosting standing meetings involving airport operations personnel and airport users.
4. Ensure that the Construction Safety Plan has been coordinated with the appropriate air traffic facility.
5. Ensure that Notices to Airmen (NOTAM) are updated with the latest airport construction information.
6. To supplement NOTAM information, airport operators are encouraged to provide both textual and graphical depictions of airport construction activities. These materials should be updated as frequently as needed, and given the widest dissemination possible.

The Western-Pacific Region has recently concluded a series of presentations on Construction Safety Planning. These presentations were given in Los Angeles, San Diego, Las Vegas, Phoenix, Prescott, San Francisco, Redding and Reno. The Construction Safety Planning presentations contained valuable information on how to mitigate runway incursion risks during airport construction projects. In case you were unable to attend, the Construction Safety Plan presentations are available on the following website:

http://www.faa.gov/airports_airtraffic/airports/regional_guidance/western_pacific/construction/

Additionally, FAA Regional Policy Guidance and FAA Construction Safety Plan Checklist are also available on the same website.

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Reproductions of this, past and subsequent issues of Vanquishing the VPD are available on FAA Website:

http://www.faa.gov/airports_airtraffic/airports/regional_guidance/western_pacific/airports_resources/newsletter/